

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSARIAT),
ARE NOW LANDING, EX
BRITISH BARQUE
"STILLWATER."

**DEVOE'S NONPAREIL
BRILLIANT
KEROSENE OIL,**
150° test.

**SPARTAN COOKING
STOVES.**

FAIRBANKS SOLES.

OAKUM.

TAR.

TURPENTINE.

EX "AMERICA."

CALIFORNIA

COMPANY'S BISCUITS in 5 lb

Alphabetical B.I.S.

CUTS.

Fancy Sweet Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

TOPOCAN BUTTER.

Eastern and California CHEESE.

Boneless CODFISH.

Prime HAM and BACON.

Eagle Brand Condensed MILK.

Peach and APPLE BUTTER.

Pickled OX-TONGUES.

Family PIG-PORK in kegs and pieces.

Paragon MACKEREL in 5 lb cans.

Best Ideal SALMON in 5 lb cans.

Cuttings of DESSERT FRUITS in 2 1/2 lb cans.

" Assorted Canned VEGETABLES.

" Pickled SAUSAGE and Sausage

MEAT.

" Stuffed PEPPERS.

" Assorted PICKLES.

" MINCEMEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS.

" Lunch TONGUE.

McCarty's Sugar LEMONADE.

Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 2 1/2 lb cans.

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Mails.

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ, ISMAILIA,
PORT SAID, SYRIAN PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 27th day of July,
1882, at Noon, the Company's S. S.
YANGTSE, Commandant LORMIER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon of 29th July, 1882.

Cargo will be received on board until 4
p.m. Specie and Parcels until 5 p.m. on
the 29th July. *Parcels and Specie are not
to be sent on board, they must be left at
the Agency's Office.*

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, July 19, 1882. jy27

**Occidental & Oriental Steam-
Ship Company.**

**TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA**

**THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.**

THE S. S. COPTIC will be despatched
for San Francisco via Yokohama,
on SATURDAY, the 29th July, 1882,
at Noon.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

A Reduction of 25 % made on all
Return Passage Orders issued.

Consular Invoices to accompany Overland
Inland, Mexican, Central and South American
Cargo, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

F. E. POSTER,

Agent.

Hongkong, July 16, 1882. jy20

U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP
COMPANY.**

**THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.**

THE U. S. Mail Steamship CITY OF
TOKYO will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 12th August, 1882, at Noon, taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.

On prepaid RETURN PASSENGER TICKETS a
Reduction of 25 % is made.

Freight will be received on board until 4
p.m. on the 11th August. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo, should be sent to the Company's
Office, in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

F. E. POSTER,

Agent.

Hongkong, July 16, 1882. jy22

Insurances.

**THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.**

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed
Agents for the above Company are
prepared to accept FIRE and MARINE
RISKS at Current Rates, allowing usual
Discounts.

GEO. R. STEVENS & Co.

Hongkong, July 1, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant INSURANCES as follows—
Marine Department.

Policies at current rates, payable either
here in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

Insurances.

**YANGTSE INSURANCE
ASSOCIATION.**

CAPITAL (Fully Paid-up).....£4,000,000
PERMANENT RESERVE.....£200,000
SPECIAL RESERVE FUND.....£20,000

Total Capital and Ac-
cumulations, 31st
April, 1882.....£4,200,000

Directors.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCHY, Esq., Wm. MEYER, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER,
Esq.

Head Office—Shanghai.
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:
Messrs BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill.

Policies granted on Marine Risks to all
parts of the World.

Subject to a Charge of 12 % for Interest
on Shareholders' Capital, all the Profits
of the Underwriting Business are an-
nually distributed among all Contributors
in proportion to the Premium paid by them.

**RUSSELL & Co.,
Agents.**

Hongkong, May 8, 1882. 10c82

NOTICE.
**QUEEN FIRE INSURANCE COM-
PANY.**

THE Undersigned are prepared to accept
Risks on First Class Godowns at 1
per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881.

**NORTH BRITISH & MERCHANT
INSURANCE COMPANY.**

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

**LANCASHIRE INSURANCE
COMPANY.**

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein,
on Goods on board Vessels and on Hulls
of Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
**ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.**

**THE TOKIO MARINE INSURANCE
COMPANY, LIMITED.**

THE MITSU BISHI MARI S. S. CO.
having been appointed Agents for
the above Company, the Undersigned
are prepared to accept MARINE RISKS at
Current Rates and usual Discounts.

**H. J. H. TRIPP,
Agent, M. B. M. S. S. Co.**
Hongkong, April 26, 1882. 0c27

To-day's Advertisements.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM GLASGOW AND SINGAPORE.

THE Steamship *Berliet*, Captain Ross,
having arrived from the above
Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading
to the Undersigned for countersignature,
and to take immediate delivery of their
Goods from the Steamer.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.

All Claims against the Steamer must be
presented to the Undersigned (in duplicate)
on or before the 31st July, or they will not
be recognized.

**GIBB, LIVINGSTON & Co.,
Agents.**

Hongkong, July 21, 1882. jy30

**STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE, PLYMOUTH,
AND LONDON;**

**BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.**

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ROSETTA, Captain BARNOW, with
Her Majesty's Mails, will be despatched
from this Port for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
FRIDAY, the 4th August, at Daylight.

Cargo will be received on board until
Noon on the day previous.

Parcels and Specie (Gold) at the Office
until Noon on the day previous.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

This Vessel will call at Colombo.

A. MOVER, Superintendant.
Hongkong, July 21, 1882.

To-day's Advertisements.

FOR MANILA (DIRECT).
The Spanish Steamer
"Isigny,"
Captain ORTIZ, will be
despatched for the above
Port on TUESDAY NEXT, the 26th Inst.,
at 5 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, July 21, 1882. jy25

**NETHERLANDS INDIA STRAM
NAVIGATION COMPANY, LIMITED.**

**FOR BATAVIA, SAMARANG AND
SOERABAYA, VIA PONTIANAK.**

The Steamship
"William Macdonald,"
Captain ORTIZ, will be
despatched for the above
Ports on or about the 27th Instant.

For Freight or Passage, apply to
**JARDINE, MATHESON & Co.,
Agents.**

Hongkong, July 21, 1882.

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction, on
TUESDAY,

the 25th July, 1882, at 2 p.m., at No. 24,
GAGE STREET,

**THE WHOLE OF THE
HOUSEHOLD FURNITURE, &c.,**
comprising:—

CHERRYWOOD DRAWING-ROOM SUITE,
BRASSWORK MARBLE-TOP ROUND TABLE,
MARBLE-TOP SIDE TABLE, CHERRYWOOD
ENGRAVING, OZONOGRAPH, and ORNAMENTS.
DINING TABLE, SIDEBOARD, WHISKY
CABINET, GLASS and PLATED WARE,
WALNUT CHERRYWOOD-DINING-ROOM
SUITE.

AMERICAN BEDSTEADS, WARDROBES, CHEST
of DRAWERS, MARBLE-TOP BUREAU, with
GLASS, WASHSTANDS and SERVICES, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As customary.
**J. M. ARMSTRONG,
Auctioneer.**

Hongkong, July 21, 1882. jy25

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction, on
WEDNESDAY,

the 26th July, 1882, at Noon, at his Sales
Rooms, Queen's Road,—
(Under Bill of Sale),

**THE BALANCE OF THE STOCK-IN-TRADE
OF
MESSRS MOON MAHOMED KHAMBA & Co.**

TERMS OF SALE.—As customary.
**J. M. ARMSTRONG,
Auctioneer.**

Hongkong, July 21, 1882. jy26

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Per E. E. A. & Co. Telegraph Co.'s Line.)

AFFAIRS IN EGYPT.

SINGAPORE, 20th July, 8.20 p.m.
Cairo is agitated. A general exodus is taking place. France will co-operate in a mixed occupation of Egypt subject to the sanction of a conference.

LOCAL AND GENERAL.

The next American Mail for the P. M. str. City of Tokio may be expected to arrive here on or about the 29th instant. For dates from San Francisco are up to the 1st instant.

ORDER OF SERVICE AT THE UNION CHURCH.
JULY 23rd.
Hymn 170, Tune, page 78; Hymn 32, Tune, page 16; Hymn 72, Tune, page 39; Hymn 20, Tune, page 10.

Tan delivery of the English Mail was begun at 0.30 a.m.

The man charged with robbing Mr. J. M. Guedes' store about six years ago, was to-day committed for trial at the Criminal Sessions of the Supreme Court.

We have received a copy of the Black Satin Walks by Mr. E. Piron, who has dedicated his latest production to Mr. C. F. Chater. It will doubtless receive a share of public appreciation equal to the Black Satin Polka.

We are informed by the Superintendent of the E. E. A. & Co. China Telegraph Co. that the Company's repairing steamer *Sherrard Osborne* leaves Singapore to-day to cut out a fault in the Singapore-Saigon Cable. Telegrams will be liable to delay during the next few days, as the line is working badly.

A jury composed of Messrs J. Alabor, D. K. Griffiths, and G. F. dos Remedios, who enquired into the cause of death of the man whom we mentioned had died in the Goul Hospital on the 18th instant of remittent fever, returned a verdict of death from natural causes to-day. Dr. Ayres, the Colonial Surgeon, stated that he considered the man's case a dangerous one from the first, and that this had been the only death from remittent fever that had occurred in Goul during the present year.

We have been asked why the right of way by Ice-House Lane has been so long stopped by the authorities; and we frankly answer that we are unable to state the reason. If, as has been alleged, the pality question of erecting a paling is all that stands in the way, then the Surveyor General's Department should certainly have seen to the convenience of the public long ere now. But if there are other reasons, then they seem to be somewhat hidden. While always ready to recognise the necessity that public convenience should give way before laudable enterprise, it appears questionable whether any good can be gained by too many concessions being given to native contractors.

A CORRESPONDENT courteously informs us that the "Kafrodar," mentioned in Reuters' telegram as the place where a strong force under Arabi Bey was entrenched, is evidently meant for Kafrodar or Kafrodar. The place is an important station on the Cairo-Alexandria Railway, distant about forty miles to the South of Alexandria. Kafrodar would, geographically stand only for the small Arab village, and therefore (though important in the line of communication) would not be of sufficient importance to appear in even the latest gazetteer or atlas. As Arabi falls back towards Cairo, it is natural that the same agitation which has rained Alexandria should begin to boil over at the capital, and it is therefore not surprising that a general exodus is taking place. The serious and general nature of the movement seems to be affecting France, and a mixed occupation is again talked of. Probably when all the responsibility and most of the work has been got over by England, the other Powers will come in to share in the credit thereof.

CORRESPONDENCE.

INQUEST—SHAMMING A SICKNESS.

[To the Editor of the "CHINA MAIL."]

Sir.—On the evening of the 19th inst. there was fighting amongst some Chinese, or rather an assault on one named Cheung Amun. He appears shortly afterwards at the Central Police Station, and charges four men for assaulting him. The complaint, however, is a somewhat strange one, and the Officer in charge puts his behaviour down to shamming.

Next day, the 14th, he appears at the Magistrate's, and is in a worse condition than on the previous night; but now he states he is too ill to give evidence, and he is warned that unless he will go on with his case he must be punished. This threat has no effect, and he is sent to Goul for two days, or may a fine of 50 cents. The Magistrate evidently suspects there is something wrong and orders his examination by the Colonial Surgeon. That Officer is however informed that Cheung Amun is feigning sickness, and the medical examination confirms the first impression that the man is shamming. Yet strange to say he is sent into the Goul Hospital, and in a few hours afterwards the case, without any further medical attention dies. A post mortem examination is made by the Colonial Surgeon, assisted by Dr. Harington, though it did not transpire why that assistance was called in at this last act of the tragedy, and not at the first, when assistance was wanted in a desperate case. The doctor of Shamming versus Sickness might have been useful. It is now found that a blood clot causing compression of the brain was the cause of death. Dr. Harington corroborates the evidence of the Colo-

nial Surgeon. Was such additional evidence required?

On the 18th inst. the inquest is concluded—and the verdict is that "deceased died from injuries received during a fight."

My object in drawing your attention to the above is to show that there is something wrong in a system which leaves the Inspector or Sergeant in Charge at the Police Station to formulate theories as to the state of an injured man, instead of having the case examined at once by a competent or at least responsible Surgeon. A case like the above would have been seen to at once by the divisional surgeon had it occurred in England, and if the officer could not be found the case would have been seen by the first surgeon that could be found. The rupture of the blood vessel on the brain is attributed to shock of the blow which caused the wound on the head, or by excitement, and the corroborative medical evidence also lays stress on excitement. The deceased is found to be a healthy man, though his age in the report of the case is not stated. He was, therefore, supposed to be not an old man suffering from disease of the blood vessels; the excitement theory might have been left out of the case, because after his first appearance at the charge room the man went from bad to worse. It was a most unfortunate thing for the deceased that the officer in charge, instead of the one of the examining, because if a serious view of the case had been taken, the deceased would have been sent to where he could have had the attention that he most urgently required. And though the jury did not add a rider to their verdict "that greater care should be exercised by the charge room and constable officers, in dealing with injured men, so that shamming may be distinguished from serious disease," I venture to hope that drawing your attention to this matter may not be without good results to every

CITIZEN.

[With regard to the calling in of Dr. Harington, we mention that he has, in conjunction with Dr. Ayres, made a post mortem examination on a previous occasion, and also given evidence.—Ed. C. M.]

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before the Hon. F. Snowden, Puisne Judge.)
Friday, July 21.

THE BOWLER v. FRASER-SMITH, \$1000.
Mr. F. Snowden, J., presiding, and Mr. J. A. B. Bowler, counsel for the defendant, and Mr. J. A. B. Bowler, counsel for the plaintiff, appeared. The action was brought to recover damages for libel. The plaintiff alleged that the defendant had published a libelous statement in the *Lat Pau* newspaper, stating that the plaintiff had committed suicide. The defendant denied the charge, and alleged that the statement was a true and accurate account of the plaintiff's condition. The case was adjourned to the 28th inst.

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The Attorney General then asked His Lordship, under section 29 of the Ordinance of the Code, to order that execution be issued against the property that had been attached, the value of which he understood to be somewhere about \$3,400.

His Lordship said it seemed to him to be very hard upon the other creditors who might have suits pending against the defendant. The Attorney General said the other creditors would have an opportunity to support or bring forward their claims. His Lordship said he thought it might be a better way to make a pro rata distribution. It was very hard upon the other creditors, but it was the law that execution must be given, the law would have to be administered.

(Before the Full Court.)

LO YUK KWONG v. CHIN KIANG PAN.
This was an appeal by the defendant in the passage broker suit which was heard some days ago by Mr. Justice Snowden, to have a judgment which had been formally given for the plaintiff reversed. Mr. Francis appeared for the appellant, and Mr. Bailey for the respondent. Mr. Francis stated the circumstances of the appeal in the present case, and then proceeded to state his reasons why the judgment which had been formally delivered by Mr. Justice Snowden should be upset. In the first action the respondent had elected to sue for money had and received, and Mr. Francis contended that the contract was thereby put at an end. There were certain duties which appertained to a broker. One of those was to bring two people together who had nothing in common, and to make him liable to any order that might be made by either, with one exception. He was merely an agent and go-between. The Chief Justice said he was bound by his receipt. They could not go behind a statutory receipt. In reply to the remark by Mr. Francis the Chief Justice said the passage broker was not an ordinary broker. He was created by ordinance, and had not the ordinary duties of a broker. Therefore it might be a misnomer. Mr. Francis said that might be so, but it was according to law. In this case he neither gave the ticket nor received the money. The Chief Justice said he was no broker at all then. Mr. Francis contended that the appellant had signed the ticket as a broker, and that was a word, which, on the face of it, showed that he was not a principal. A man might, although he was not a principal, make himself liable, and the question in the present case was whether the words in the contract were so strong as to render him liable. Here he had signed ostensibly as agent, although it might be of a special description. There were no such words in the contract as would do away with the signature. His Lordship said there was a section in the English Act which provided that the passenger could recover against either the broker or charterer. Mr. Francis said that the broker here could only be rendered liable upon the very wording of the Ordinance with the directions of which he had complied. The rule of law which Mr. Francis wanted the Lordship to apply to the case, that no man who signed a form of words which showed that he was an agent for another could be held responsible. There was nothing in the Ordinance which made him a principal, although it might be a special description. He required authority for those words in the body of the contract to make him liable. Did he by foolishly putting his name to that blank piece of paper render himself liable? The Chief Justice said Mr. Francis's argument went the length of stating that this ticket was a piece of waste paper so far as the broker was concerned. It was rather strong. Mr. Francis admitted it was strong, but thought it was justified. The Chief Justice asked what the effect would be if the broker had received money and had not paid it to the Charterer, owing to the Charterer having absconded. Would he put it to the Charterer's account, or would he hand it back to the passenger? Mr. Francis said he might be sued for money had and received. The Chief Justice: Not as an agent. Mr. Francis said it was money in his hands for a special purpose. Mr. Bailey admitted similar arguments to those which he used on the previous day. The drift of his friend's arguments had been to show that a passage broker was a man who received a commission for doing nothing save signing a blank form, and who had no responsibilities. Mr. Bailey contended that he was a man carrying on business in the ordinary style of a passage broker. Mr. Ho Kai-fong, on behalf of another plaintiff, and quoted a number of authorities bearing on the question. Judgment was reserved.

Police Intelligence.
(Before H. E. Wedderburn, Esq.)
Friday, July 21.

THEFT OF A WATCH AND CHAIN BY AN UNEMPLOYED SEAMAN.
Nells Peter Nelson, an unemployed carpenter, belonging to Denmark, was charged with stealing a silver watch and chain from Peter Anderson, fireman, also unemployed. The complainant and the prisoner were both lodging in Peter Smith's boarding-house on the 17th instant. About eight o'clock on the morning of that day the complainant went down to breakfast, leaving his watch and chain under his pillow. He did not return his room until the afternoon when he went to take his watch and look at the time. He found the watch was gone. The following day he saw that the prisoner, who on the day previous to the complainant's loss had no watch, was wearing one though not the complainant's. His suspicions were aroused, and he had the prisoner arrested, and after enquiries had been made by the Police, it was found that the prisoner, after several unsuccessful attempts to change it, had induced Lam Ah, a shopman in the Li Cheung-hong, No. 45 Queen's Road, to exchange it for the one the prisoner was in possession of when arrested, the shopman also giving him \$10. A knife belonging to the complainant was also found on the prisoner's person. The prisoner, after admitting that he was guilty, was sentenced to six months' imprisonment with hard labour.

(Before H. G. Thompson, Esq.)

A RUNAWAY SEAMAN FOUND ON STONE-CUTTER'S ISLAND.
Joseph Clark, seaman, was charged with wilfully staying behind his ship, the *Tai-mah-ti* Police Station, having been removed from Stone-cutter's Island. He stated to Sergeant Jones that he had left the *Furze* and had swum ashore. He alleged to the magistrate that his reason for leaving his ship was because he was ill-treated. Sentence of one month's imprisonment with hard labour was obtained. The *Furze* is a ship.

DRUNK.

Nicholas Peterson, unemployed seaman, was found lying helplessly drunk in front of the Queen's Road Canton, having under him about ten o'clock yesterday evening. He had nothing to say for himself, and was fined \$1, or four days' imprisonment.

HEAVILY FINED FOR BOILING OPIUM.

Ching Wai Lum, shopkeeper, and Leong Sing On, broker, were charged with being in possession of prepared opium without having a permit from the Opium Farmer, Mr. Stokes, from the firm of Messrs Sharp, Toller and Johnson, appeared on behalf of the prosecution.

Evidence was led which proved that the first defendant, who lived at No. 12 Jeyvis Street, had sold 65 worth of opium to an informer yesterday. Sergeant Campbell visited the house and found a very large quantity of prepared opium, and utensils for boiling opium. As the defendant was in possession of permits, though not in his own name, Mr. Stokes granted leave to amend the charge to being of boiling opium. This offence was proved against the first defendant, and he was fined \$200 or one month's imprisonment, but the second was discharged as it was proved that he had only been on a visit to the first defendant who was his friend. The opium and utensils were forfeited.

GAMBLERS SEVERELY DEALT WITH.

Lui Sheng Chi and Chun Akai, law-breakers, were convicted on the evidence of Inspector Baker and other witnesses, of game gambling in the house, No. 13 Albany Street. Inspector Baker had known of the game for a long time past, but owing to the way in which the movements of the Police had been observed by the gambler's watchmen it had been impossible to catch them in the act. The prisoners were each fined \$50, or three months' imprisonment with hard labour.

CHINA TRADERS' INSURANCE COMPANY LIMITED.

The following is the report for presentation to the Shareholders at the sixteenth Ordinary Meeting to be held on Monday, the 31st July, 1892, at 3.30 o'clock p.m.:

The Directors beg to submit to the Shareholders the accompanying Statement of Accounts for the twelve months to the 30th April last.

For the period under review, Net Premium amounting to \$383,738.00 was received, and against \$321,431.61, in the previous year. The Working Account shows a balance at credit of \$316,392.01 and the Directors recommend that the same be apportioned as follows:

A Dividend of 25 per cent. to Shareholders of \$95,944.50.
A Dividend of 20 per cent. on Contributions, payable to all Contributors of business, whether Shareholders or not, \$125,000.00.
To be transferred to credit of Reserve Fund, 25,000.00.
To be carried forward to new account, 100,392.01.

The Reserves Fund.—With the amount to be transferred as above, will be \$500,000.00. The Directors, after taking into consideration the fact that the Board has been made during the year by Mr. J. G. T. Hassell, of Messrs Birley & Co., having been invited to and accepted a seat thereon. This appointment is submitted for the ratification of the Shareholders.

Messrs B. Schmecker and J. Thurburn retire by rotation, and offer themselves for re-election. The Directors very much regret the death of Mr. H. Smith, for several years one of the Auditors of the Company, and they have appointed Mr. W. Forrest in his place.

The Annexed Accounts have been audited by Messrs T. Arnold and W. Forrest, and re-election of these gentlemen is proposed.

A. Moller, Chairman.
Hongkong, 20th July, 1892.

NEWS BY ENGLISH MAIL.

London, June 20.—Lord Harrington declined, because it was unimportant, to reply to a question whether it was true that preparations were being made to bring Indian troops to Egypt.

Mr. Blake, agent, and Mr. Keene, steward, to the *Marquis of Clarinville*, have been shot dead near Langhams from behind a logpile of wall. The assassins have not been arrested.

London, June 30.—Military preparations in England are being actively pressed forward.

The troopship *Orontes*, with 1,200 marines on board, has sailed for Alexandria.

It is reported that the army reserve will be shortly called out.

The Times, in leading articles, says that England will show the world that she is ready to protect her honour and interests.

At a Conservative meeting in London, at which Lord Salisbury and Sir Stafford Northcote were present, resolutions were adopted urging the maintenance of imperial interests, and the protection of British subjects in Egypt.

London, July 2.—The Commons' debate in Committee on the Repression Bill lasted till eight last evening. Mr. Parnell and fifteen Home Rules persisted in obstructing the business, and insisted the Chairman. They were suspended finally; nine others were also suspended. The last clause of the Bill was passed.

Mr. Gladstone demands "urgency" for Monday.

London, July 4.—A meeting of a committee to extend the telegraph line from Nanking to this, and that, preliminaries having been arranged, the agents of the Chinese Company which now holds or proposes to hold the line between Chinkiang and Tientsin have returned to Shanghai to finance the operation by a new issue of stock.

The examinations came on almost immediately, and as during their continuance the Governor who is acting as Governor-General has to remain locked up with the students in the Examination Hall, the new Governor-General is hurrying down to take up his office.

It is said that arrangements are being made to extend the telegraph line from Nanking to this, and that, preliminaries having been arranged, the agents of the Chinese Company which now holds or proposes to hold the line between Chinkiang and Tientsin have returned to Shanghai to finance the operation by a new issue of stock.

The agent of Messrs. Jardine, Matheson and Co. (who take the place of the old and well-known firm of Robert Anderson and Co.) has arrived, and the team with one or two exceptions have departed. Barring the great preparations which are being made by the patriotic Consul of France for the worthy celebration of the Fete of the Republic on Friday next, there is not much doing.—N. C. D. News.

(N. C. D. News.)

A most outspoken, fearless and honest memorial has been presented by Pao-fing regarding the expenses attending repairs to the Western Consulate. The estimate and cost of repairs amounted to £1,518.8.3.3.

This money was to be divided into ten parts, and the official who accompanied him, Hui Ying-lun, was to have 20 per cent of it as commission; 40 per cent was to be divided among the small officials, 40 per cent was to be reserved for the work to be executed. The remaining 30 per cent was to be divided among the attendants, servants, etc. Officials are always anxious to be sent on business for the Board of Works on account of the substantial pecuniary advantages which are reaped.

There is a regular practice adopted of adding to the estimate a large sum for the cost of the work to be executed. Many a year in extension of their contract, that they

patched from Alexandria on the 13th inst.

two days in advance of its due date.

The *Tyne*, troopship, which recently arrived from the China Station, having under her command Mr. Chatham Dorkyard, has sailed on a round of troop service. She embarked several mail drafts at Chatham for Gibraltar and Bermuda, and called at Plymouth and Queenstown to embark more men at those places. She will proceed to Gibraltar, Halifax, and Bermuda. Besides troops, the *Tyne* has taken out naval supplies for the vessels in the Mediterranean and on the West Indian station.

Those who recollect the Chinese giant Chang, who was once as popular as Jumbo of late, will be glad to learn that he is still the pink of country grace and politeness. He has had an "at home" in Liverpool. The Mayor, who had himself an "at home," could not go, but Sir J. A. Pictou and other notable of the city "rattled off" tea, a la Chinese, with the giant, and, according to the local papers, "all were quite charmed with the courteous and dignified way in which they were received."

The *Army* and *Navy* are said to be in a round of troop service. The *Army* and *Navy* are said to be in a round of troop service. The *Army* and *Navy* are said to be in a round of troop service.

Something, perhaps, can be done by a workman without proper tools, but it must be done to very little effect, and we believe in the state of the case with the storeroom at Hongkong. It is impossible to make bricks without straw, although that fact does not seem to be always appreciated by the authorities. What money has been saved by this crippling the efficiency of Hongkong yard will be more than expended in the future, to say nothing of the possible cost of error or worse, that must have crept in with such a faulty system, and which, we should imagine, must be discovered when inquiry is made.

The sense of difference between men and women is not supposed to be highly developed in the Chinese, and the opportunity could hardly have been wanting, we must be prepared to hear of difficulties in that direction, for if misappropriation could take place in one of our home yards, how much easier for such to occur where the employees are not so strictly overlooked, and in whom is not fully developed, in moral, the grand virtue of honesty!

China.

NOTICED THAT the enterprising driver, Mr. O. Robinson, took a preliminary lift of the *S. S. Pabst* yesterday morning (18th) to test the power of the pontoon.

He found that they exceeded his most sanguine expectations, the pontoon hardly sinking one foot when the enormous weight of the vessel (about 800 tons) came upon them. There are about 35 chains laid under the vessel and made fast to the piers. Our readers will fully understand the magnitude of the task of placing the chains under the vessel when they consider that the *Pabst* is lying in a body of water, and the vessel was raised about four feet, one of the chains parted causing the *Pabst* to give way to a certain extent and turning her on her side. Mr. Robinson promptly lowered her down into her old bed again, casting her bows in shore at the same time.

We believe that it is intended to wait until the next high tide, and then, perhaps, (about the 18th instant) before making the final lift on her. We hope to see her high and dry on the beach about the 21st instant.

A number of sampans were capsized, and others smashed to pieces on the various jetties in Amoy by the high wind and rough sea of last night. We have not heard of any lives being lost.

HANKOW.

There is every probability of a flood. Indeed the cricket-ground, one of the back lots of the settlement, the new road to the Grand Strand, the plain outside and all the back part of the town, which is all under water. The hoe and plough are stowed away and the fishing-net or rod and line are now the occupation of the hardy agriculturists. The residents are sending their ponies to HanYang and looking out their canoes.

The *Hankow* is, it is said, to go away in a couple of days, a few from full: the conference combination having serious interference with her getting freight notwithstanding the low rate charged. Shipping-agents forget their return commissions if they ship by other than conference steamers (when there is one of the latter on the berth) on all the shipments made by them during the time.

The examinations came on almost immediately, and as during their continuance the Governor who is acting as Governor-General has to remain locked up with the students in the Examination Hall, the new Governor-General is hurrying down to take up his office.

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(N. C. D. News.)

Merchant Vessels in Hongkong Harbour.

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Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

<p><i>Section.</i></p> <ol style="list-style-type: none">1. From Green Island to the Gas Works.2. From Gas Works to the Novelty Iron Works.3. From Novelty Iron Works to the Harbour Master's Office.4. From Harbour Master's to the P. and O. Co.'s Office.	<p><i>Section.</i></p> <ol style="list-style-type: none">5. From P. and O. Co.'s Office to Peddar's Wharf.6. From Peddar's Wharf to the Naval Yard.7. From Naval Yard to the Pier.8. From Pier to East Point.
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Vessel's Name.	Anchor age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignee or Agent.	Destination.	Remarks.
Steamers								
Amoy	4	Herrmann	Brit.	314	July	21 Simmsen & Co.	Shanghai	
Ashington	2	McDonald	Brit.	309	July	15 Simmsen & Co.	Bengkok	
Camporee	5	Basall	Brit.	1309	July	16 P. & O. S. N. Co.	Nagasaki & Yama	To-morrow
Camporee	1	Wharton	Brit.	360	July	20 Bun Hin Chan	Singapore & Penang	To-day
China	3	Scheger	Ger.	643	July	21 Yuen Fat Hong	Swatow	23rd inst.
Chinkiang	3	Or	Brit.	709	July	14 Simmsen & Co.	Shanghai	Cos'tan Doc
Clifton	2	Holt	Brit.	317	June	20 Forreco Co., Limited		
Comquest	6	Holt	Brit.	318	Sept.	25 Latham, Matheson & Co.	Manila	
Consolation	3	Young	Brit.	784	July	16 Yuen Fat Hong	Bangkok	
Coptic	3	Kidley	Brit.	4336	July	14 O. S. N. Co.	Yokohama & San Francisco	28th inst.
Diamante	5	Oullen	Brit.	514	July	19 Russell & Co.	Manila	To-day
Fame	6	Stopani	Brit.	117		H. K. & W'pon Dock Co.	Swatow	July
Fei Lung		Allison	Brit.	754	July	16 D. Muns & Co.	Saigon	July
Fokien	5	Abbott	Brit.	509	July	20 Douglas Laprak & Co.	Amoy, &c.	July
Georgetown	5	Scott	Brit.	226	July	21 Adamson, Bell & Co.	Hoibow, &c.	To-morrow
Gulf of Panama	8	Thomson	Brit.	1031	July	20 Gibe, Livingston & Co.		
Hongkong	3		Brit.	57	April	14 Kwok Acheng & Sons		
Hongkong	4	Tyler	Brit.	956	July	19 Simmsen & Co.	Shanghai	To-day
Jolanco	4	Marques	Span.	654	Dec.	19 B. Mourents	Manila	Cos'tan Doc
La Tai	3		Annamstr.	1900	July	5 Butterfield & Swire	Aldeen Doc	
Meefoo	4	Petersen	Chi.	1339	July	21 C. M. S. N. Co.	Shanghai	
Namoa	5	Westoby	Brit.	332	July	19 Douglas Laprak & Co.	Shanghai	
Nam-vian	3	Garcue	Fch.	485	July	20 Shing Lung	Coast Ports	23rd inst.
Nigata Maru	4	Wynn	Japan.	1997	July	17 M. B. M. S. S. Co.	Nagasaki and Kobe	To-day
Norden	5	Rasmussen	Dan.	778	July	20 Simmsen & Co.	Ningpo & Shanghai	To-morrow
Pasig		Urribe	Span.	284	July	10 Remedios & Co.	Manila	K'loon Doc
Pembuco	2	Hamlin	Brit.	534	July	21 Melchers & Co.	Saigon	
Piccola	5	Niessen	Ger.	375	July	9 Wieler & Co.	Singapore & Penang	To-morrow
Ping-on	2	McCaslin	Brit.	575	July	21 Russell & Co.	Hoibow, &c.	
Rentus	3	Watt	Brit.	652	Nov.	20 Tung Kee & Co.	Saigon	
Sa Gull	2	Haydon	Brit.	45	Nov.	24 China Traders' Insurance Co.	Bombay, &c.	To-morrow
Sumatra	8	Fairclough	Brit.	1463	July	10 P. & O. S. N. Co.	Shanghai	To-morrow
Thibet	2	Thompson	Brit.	1671	July	20 F. & O. S. N. Co.		
Yotung	2	Kennett	Brit.	283	June	23 Kwok Ach'eng & Sons		

Sailing Vessels			Steamers			Sailing Vessels		
Alva	4 k Souza	Portu. bge.	632	May	20	Brandao & Co.		
Annie	2 k Möller	Ger. 3m. sc.	345	July	7	Melchers & Co.		
Archer	2 k Holliday	Brit. bge.	448	June	28	Carlowitz & Co.	Hamburg	
Catherine Madden	4 k Madden	Brit. 3m. sc.	287	July	13	Wielor & Co.		
Charité	4 k Leroy	Fch. bge.	253	July	13	Carlowitz & Co.	Bangkok	
Christian	4 k Kosow	Ger. sch. bge.	250	July	15	Wielor & Co.		
Comet	1 k Siegoner	Ger. sh.	1083	July	20	Captain		
Emblem	2 k Roberts	Brit. sh.	1162	June	23	Captain		
Fano	4 k Mortensen	Dau. bge.	227	July	15	Eduard Schellhass & Co.		
Genoa Bros.	3 k von Trümbach	Ger. bge.	401	July	2	Wielor & Co.		
Glebury	4 k Thronsen	Brit. 3m. sc.	282	July	21	Wielor & Co.		
Grociau	4 k Denison	Amer. sh.	1677	July	15	Russell & Co.	New York	
Hansa	4 k Donsen	Ger. bge.	467	July	11	Order		
Hermine	7 k Longren	Swed. bge.	289	June	14	Eduard Schellhass & Co.	Chifoo and Tientain	
Hindierika	5 k Uken	Ger. sch. bge.	165	June	18	Turner & Co.	Paris	
Holapur	3 k Bunje	Brit. bge.	623	May	13	A. G. Morris	Philippines	
Iraza	4 k Pearce	Brit. bge.	327	May	24	Wielor & Co.	Phocow	
Jupiter	3 k Ulrich	Ger. bge.	680	July	5	Arnhold, Karberg & Co.	Havre and London	
Lucky	2 k Sequira	Siam. bge.	424	July	17	Chinese	Bangkok	
Lucy & Nichols	5 k Nichols	Amer. sh.	1395	June	29	Russell & Co.	San Francisco	
Marie Louise	3 k Richards	Ger. sch.	443	July	5	Wielor & Co.	Philippines	
Melrose	7 k French	Amer. sh.	693	June	15	Russell & Co.	San Francisco	
Minna	3 k Dai	Ger. bge.	457	July	29	Siemssen & Co.		
Nehemiah Gibson	3 k Bailey	Amer. bge.	741	June	25	Russell & Co.	New York	
P. J. Carleton	8 k Amesbury	Amer. bge.	680	July	17	Order		
Paul	3 k Kiefert	Ger. bge.	744	June	7	Carlowitz & Co.	Hamburg	
Paul Jones	8 k Gerrish	Amer. sh.	1258	July	12	Captain		
Pei-Ho	3 k Lambeken	Ger. bge.	433	June	12	Arnhold, Karberg & Co.	Honolulu	
Princeess Manpi	2 k Münch	Siam. bge.	441	July	15	Carlowitz & Co.	Bangkok	
R. T. Clayton	4 k Davis	Am. bgtine.	240	Feb.	1	Captain		
Raven	3 k Whitting	Brit. bge.	349	July	11	Eduard Schellhass & Co.		
S. R. Beare	4 k Barnard	Amer. bge.	607	July	15	Eduard Schellhass & Co.		
Spartan	3 k Bost	Amer. sch.	85	April	23	W. H. Ray		
Susanne	7 k Bost	Ger. sh.	1433	June	9	Melchers & Co.		
Smyrnatze	2 k Olsen	Brit. bge.	339	July	8	Order	Bangkok	
Tay Watt	3 k Schmidt	Siam. bge.	636	July	18	Chinese		
Theon Kramon	2 k Verant	Siam. bge.	476	July	5	Siemssen & Co.	Tientain	
Vivid	2 k Petersen	Brit. bge.	238	July	3	Siemssen & Co.		
Walle Castle	3 k Brown	Brit. bge.	625	June	15	Captain		
Wrecker	3 k Henderson	Amer. lor.	60	June	19	Captain	Yap	
WHAMPOA								
Pelham	Agnes	Brit. bge.	320	July	10	Wielor & Co.	Tientain	
CANTON								
Peking	Drewes	Brit. scr.	964	July	20	Siemssen & Co.	Shanghai	

<i>Vessel's Name.</i>	<i>Anchor age.</i>	<i>Flag.</i>	<i>Class.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
<i>Eak</i>	5 k	British	gunboat	350	3	340	<i>In Reserve</i>
<i>Folyones</i>	6 c	Chinese	gunboat	600	July 19	<i>Wong Lun-on</i>
<i>Lily</i>	5 k	British	gun vessel	720	3	95	June 24	<i>Richard Evans</i>
<i>Messene</i>	6 k	British	military hospital	2691	<i>War Department</i>
<i>Midge</i>	6 k	British	gunboat	465	4	120	<i>In Reserve</i>
<i>Tweed</i>	6 k	British	gunboat	390	3	340	<i>In Reserve</i>
<i>Victor Emanuel</i>	6 k	British	Commodore's flag-ship	5087	20	340	<i>Commodore Cuming</i>
<i>Wivern</i>	5 k	British	turret-ship	3985	4	390	Feb. 11	<i>In Reserve.</i>

Name.	Tons.	Captain.	Owners.
Ichang	700	Ogston	Butterfield and Swire
Kiu Kiang	617	Benning, T.	H., C. & M. S.-boat Co.
Kiang-ping	360	Holmes	C. M. S. N. Co.
Kiangchow	159	Goggin	H., C. & M. S.-boat Co.
Powan	1890	Benning, A.	H., C. & M. S.-boat Co.
Spark	140	Hoyland	H., C. & M. S.-boat Co.
White Cloud	230	Cary	H., C. & M. S.-boat Co.
Yotai	130	McDougall	H., C. & M. S.-boat Co.

	Name.	Tons.	Guns.	H. P.	Commander.
	An-lan	231	7	70	Lan Kuo-ch'ang
	Clee-hing	30	2	20	Chinese
	Chen-to	231	7	70	J. Stewart
	Chien-jui	60	3	17	Chinese
	Ching-tang	180	6	60	E. Bissard
	Chou-tung	156	2	40	Wang Tsing-shung
	Chop-shing	300	La Tack-ming
	Chou-sai	300	Chang
	Hai-tung-ching	360	8	90	Wu-mieh-ming
	Hai-tung-ching	129	3	...	Ch'ien Liang-shing
	Hai-tung-ching	120	Liang Ts'ing
	Hsu-shan	24	2	7	H. J. Fauché
	Li-shé	60	3	20	Chinese
	Peng-chou-hai	562	4	125	Chang Sung
	Quang-cin	120	La Ping-tye
	Sau-ou	200	6	60	Sau Tung-tai
	Sui-tsing	160	4	60	J. B. Murray
	Tehing-on	120	2	40	Chinese Admiral
	Tehing-po	100	3	40	Wén Lin-sun
	Tsing-po	180	3	60	A Garoon
	Yi-hu	20	2	8	Chinese
	Yu-min	24	3	7	J. Yeats

	July 9, 1882.	Hae-san
	MERCHANT STEAMERS.	Hankow
*Afghan	for London	*Khedive
Ayrin	for Shanghai	Kiang-ching
*Breconshire	for London	Kiang-kwan
Ganges	for Colonies	Pautah
Minard Castle	for London	Polcin
Oakdale	for Colonies	*Peking
*Tannawi	for Colonies	Posang
	SAILING VESSELS.	Rosetta
Trazi	for Melbourne	Ruri Maru
	—	Sin Nanzing

July 15, 1882.		Yenice
MERCHANT STRAMER.		W. C. de Vries
Aberdeen	British	Wha-on
Alex.	for London v. F'chow	Yang-tai
Banader	for London v. F'chow	Yangtze
Banlarig	for New York v. Amoy	MERCHANT
Bothwell Castle	British	Alex. Newton
Chei-yuen	Chinese	Anglo-Indian
Fai-yuen	American	Anguda
Fuyuen	Chinese	Artemisia
Gongai Maru	Japanese	Argos
Kobe	Kobe	

Chinese	Bronda	for Kuchinotsu
Chinese	Chanel Queen	British barque
British	Cingalee	British barque
Chinese	City of Halifax	British barque
Chinese	Ceres	British barque
Chinese	Earl of Elgin	British barque
British	Evangeliste	British barque
British	Fantassie	British barque
British	Flodden	British barque
British	Francesca	German barque
British	Hermann	German barque
British	Hilda	for Nagasaki
British	Kinkon	British barque
German	Lady Douglas	British barque
for New York v. Army	Northal	British ship
British	Ober Baxter	for New York
British	Oceanic	British barque
French	Oscar Vidal	British barque
British	Pearl	American barque
MAINE VESSEL	Sac. Swallow	British barque
British barque	Soldier	for Keelung
British barque	Southern Cross	American ship
for Manila	St. Lawrence	British barque
British barque	Stigm	for Burdett's India
British schooner		

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

<p><i>Section.</i></p> <ol style="list-style-type: none">1. From Green Island to the Gas Works.2. From Gas Works to the Novelty Iron Works.3. From Novelty Iron Works to the Harbour Master's Office.4. From Harbour Master's to the P. and O. Co.'s Office.	<p><i>Section.</i></p> <ol style="list-style-type: none">5. From P. and O. Co.'s Office to Peddar's Wharf.6. From Peddar's Wharf to the Naval Yard.7. From Naval Yard to the Pier.8. From Pier to East Point.
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Vessel's Name.	Anchor age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignee or Agent.	Destination.	Remarks.
Steamers								
Amoy	4	Herrmann	Brit.	314	July	21 Simmsen & Co.	Shanghai	
Ashington	2	McDonald	Brit.	309	July	15 Simmsen & Co.	Bengkok	
Canton	5	Basall	Brit.	1309	July	16 P. & O. S. N. Co.	Nagasaki & Yama	To-morrow
Campbrook	1	Wharton	Brit.	360	July	20 Bun Hin Chan	Singapore & Penang	To-day
China	3	Scheger	Ger.	643	July	21 Yuen Fat Hong	Swatow	23rd inst.
Chinkiang	3	Or	Brit.	709	July	14 Simmsen & Co.	Shanghai	Cos'tan Doc
Clifton	2	Holt	Brit.	317	June	20 Forreco Co., Limited		
Comquest	6	Holt	Brit.	318	Sept.	25 Canton, Matheson & Co.	Manila	
Consolation	3	Young	Brit.	784	July	16 Yuen Fat Hong	Bangkok	
Coptic	3	Kilday	Brit.	4336	July	14 O. S. N. Co.	Yokohama & San Francisco	28th inst.
Diamante	5	Oullen	Brit.	514	July	19 Russell & Co.	Manila	To-day
Fame	6	Stopani	Brit.	117		H.K. & W'pon Dock Co.	Swatow	July
Fei Lung		Allison	Brit.	754	July	16 D. Muns & Co.	Saigon	July
Fokien	5	Abbott	Brit.	509	July	20 Douglas Laprak & Co.	Amoy, &c.	July
Georgetown	5	Scott	Brit.	226	July	21 Adamson, Bell & Co.	Hoibow, &c.	To-morrow
Gulf of Panama	8	Thomson	Brit.	1031	July	20 Gibbs, Livingston & Co.		
Hongkong	3		Brit.	67	April	14 Kwok Acheng & Sons		
Hongkong	4	Tyler	Brit.	956	July	19 Simmsen & Co.	Shanghai	To-day
Jolanco	4	Marques	Span.	654	Dec.	19 B. Mourents	Manila	Cos'tan Doc
La Tai	3		Annamstr.	1900	July	5 Butterfield & Swire	Alb'deen Doc	
Meefoo	4	Petersen	Chi.	1339	July	21 C. M. S. N. Co.	Shanghai	
Namoa	5	Westoby	Brit.	332	July	19 Douglas Laprak & Co.	Shanghai	
Nam-vian	3	Garcue	Fch.	485	July	20 Shing Lung	Coast Ports	23rd inst.
Nigata Maru	4	Wynn	Japan.	1997	July	17 M. B. M. S. S. Co.	Nagasaki and Kobe	To-day
Norden	5	Rasmussen	Dan.	778	July	20 Simmsen & Co.	Ningpo & Shanghai	To-morrow
Pasig		Urribe	Span.	284	July	10 Remedios & Co.	Manila	K'loon Doc
Panambuco	2	Hamlin	Brit.	634	July	21 Melchers & Co.	Saigon	
Piccola	5	Niessen	Ger.	375	July	9 Wieler & Co.	Singapore & Penang	To-morrow
Ping-on	2	McCaslin	Brit.	675	July	21 Russell & Co.	Hoibow, &c.	
Renais	3	Watt	Brit.	652	July	20 Tung Kee & Co.	Saigon	
Sa Gull	4	Haydon	Brit.	48	Nov.	24 China Traders' Insurance Co.	Bombay, &c.	To-morrow
Sumatra	2	Fairclough	Brit.	1463	July	10 P. & O. S. N. Co.	Shanghai	To-morrow
Thibet	2	Thompson	Brit.	1671	July	20 F. & O. S. N. Co.		
Yotung	2	Kennett	Brit.	283	June	23 Kwok Ach'eng & Sons		

Sailing Vessels			Steamers			Sailing Vessels		
Alva	4 k Souza	Portu. bge.	632	May	20	Brandao & Co.		
Annie	2 k Möller	Ger. 3m. sc.	345	July	7	Melchers & Co.		
Archer	2 k Holliday	Brit. bge.	448	June	28	Carlowitz & Co.	Hamburg	
Catherine Madden	4 k Madden	Brit. 3m. sc.	287	July	13	Wielor & Co.		
Charité	4 k Leroy	Fch. bge.	253	July	13	Carlowitz & Co.	Bangkok	
Christian	4 k Kosow	Ger. sch. bge.	250	July	15	Wielor & Co.		
Comet	1 k Siegoner	Ger. sh.	1083	July	20	Captain		
Emblem	2 k Roberts	Brit. sh.	1162	June	23	Captain		
Fano	4 k Mortensen	Dau. bge.	227	July	15	Eduard Schellhass & Co.		
Genoa Bros.	3 k von Trümbach	Ger. bge.	401	July	2	Wielor & Co.		
Glebury	4 k Thronsen	Brit. 3m. sc.	282	July	21	Wielor & Co.		
Grociau	4 k Denker	Amer. sh.	1677	July	15	Russell & Co.	New York	
Hansa	4 k Thronsen	Ger. bge.	467	July	11	Order		
Hermine	7 k Longren	Swed. bge.	289	June	14	Eduard Schellhass & Co.	Chifoo and Tientain	
Hindierika	5 k Uken	Ger. sch. bge.	165	June	18	Turner & Co.	Panama	
Holapur	3 k Bunje	Brit. bge.	623	May	13	A. G. Morris	Philippines	
Iraza	4 k Pearce	Brit. bge.	327	May	24	Wielor & Co.	Phocow	
Jupiter	3 k Ulrich	Ger. bge.	680	July	5	Arnhold, Karberg & Co.	Havre and London	
Lucky	2 k Sequira	Siam. bge.	424	July	17	Chinese	Bangkok	
Lucy & Nichols	5 k Nichols	Amer. sh.	1395	June	29	Russell & Co.	San Francisco	
Marie Louise	3 k Richards	Ger. sch.	443	July	5	Wielor & Co.	Philippines	
Melrose	7 k French	Amer. sh.	693	June	15	Russell & Co.	San Francisco	
Minna	3 k Dau	Ger. bge.	457	July	29	Siemssen & Co.		
Nehemiah Gibson	3 k Bailey	Amer. bge.	741	June	25	Russell & Co.	New York	
P. J. Carleton	8 k Amesbury	Amer. bge.	680	July	17	Order		
Paul	3 k Kiefert	Ger. bge.	744	June	7	Carlowitz & Co.	Hamburg	
Paul Jones	8 k Gerrish	Amer. sh.	1258	July	12	Captain		
Pei-Ho	3 k Lambeken	Ger. bge.	433	June	12	Arnhold, Karberg & Co.	Honolulu	
Princeess Manjit	2 k Minchon	Siam. bge.	443	July	15	Carlowitz & Co.	Bangkok	
R. T. Clayton	4 k Davis	Am. bgtine.	240	Feb.	1	Captain		
Raven	3 k Whitting	Brit. bge.	349	July	11	Eduard Schellhass & Co.		
S. R. Beare	4 k Barnard	Amer. bge.	607	July	15	Eduard Schellhass & Co.		
Spartan	3 k Barnett	Amer. sch.	85	April	23	W. H. Ray		
Susanne	7 k Schell	Ger. sh.	1433	June	9	Melchers & Co.		
Smyrnatze	2 k Olsen	Brit. bge.	339	July	8	Order	Bangkok	
Tay Watt	3 k Schmidt	Siam. bge.	636	July	18	Chinese		
Theon Kramon	2 k Verant	Siam. bge.	476	July	5	Siemssen & Co.	Tientain	
Vivid	2 k Petersen	Brit. bge.	238	July	3	Siemssen & Co.		
Walle Castle	3 k Brown	Brit. bge.	625	June	15	Captain		
Wrecker	3 k Henderson	Amer. lor.	60	June	19	Captain	Yap	
WHAMPOA								
Pelham	Agnes	Brit. bge.	320	July	10	Wielor & Co.	Tientain	
CANTON								
Peking	Drewes	Brit. scr.	964	July	20	Siemssen & Co.	Shanghai	

<i>Vessel's Name.</i>	<i>Anchor age.</i>	<i>Flag.</i>	<i>Class.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
<i>Eak</i>	5 k	British	gunboat	350	3	340	<i>In Reserve</i>
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<i>Lily</i>	5 k	British	gun vessel	720	3	95	June 24	<i>Richard Evans</i>
<i>Messene</i>	6 k	British	military hospital	2691	<i>War Department</i>
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<i>Victor Emanuel</i>	6 k	British	Commodore's flag-ship	5087	20	340	<i>Commodore Cuming</i>
<i>Wivern</i>	5 k	British	turret-ship	3985	4	330	Feb. 11	<i>In Reserve.</i>

Name.	Tons.	Captain.	Owners.
Ichang	700	Ogston	Butterfield and Swire
Kiu Kiang	617	Benning, T.	H., C. & M. S.-boat Co.
Kiang-ping	360	Holmes	C. M. S. N. Co.
Kiangchow	159	Goggin	H., C. & M. S.-boat Co.
Powan	1890	Benning, A.	H., C. & M. S.-boat Co.
Spark	140	Hoyland	H., C. & M. S.-boat Co.
White Cloud	230	Cary	H., C. & M. S.-boat Co.
Yotai	130	McDougall	H., C. & M. S.-boat Co.

	Name.	Tons.	Guns.	H. P.	Commander.
	An-lan	231	7	70	Lan Kuo-ch'ang
	Clee-hing	30	2	20	Chinese
	Chen-to	231	7	70	J. Stewart
	Chien-jui	60	3	17	Chinese
	Ching-tang	180	6	60	E. Bissard
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	Chop-shing	300	La Tack-ming
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	Sau-ou	200	6	60	Sau Tung-tai
	Sui-tsing	160	4	60	J. B. Murray
	Tehing-on	120	2	40	Chinese Admiral
	Tehing-po	100	3	40	Wén Lin-sun
	Tsing-po	180	3	60	A Garoon
	Yi-hu	20	2	8	Chinese
	Yu-min	24	3	7	J. Yeats

	July 9, 1882.	Hae-san
	MERCHANT STEAMERS.	Hankow
*Afghan	for London	*Khedive
Ayrin	for Shanghai	Kiang-ching
*Breconshire	for London	Kiang-kwan
Ganges	for Colonies	Pautah
Minard Castle	for London	Polcin
Oakdale	for Colonies	*Peking
*Tannawi	for Colonies	Posang
	SAILING VESSELS.	Rosetta
Trazi	for Melbourne	Ruri Maru
	—	Sin Nanzing

July 15, 1882.		Yenice
MERCHANT STRAMER.		W. C. de Vries
Aberdeen	British	Wha-on
Alex.	for London v. F'chow	Yang-tai
Banader	for London v. F'chow	Yangtze
Banlarig	for New York v. Amoy	MERCHANT
Bothwell Castle	British	Alex. Newton
Chei-yuen	Chinese	Anglo-Indian
Fai-yuen	American	Anguda
Fuyuen	Chinese	Artemisia
Gongai Maru	Japanese	Argos
Kobe	Kobe	

Chinese	Bronda	for Kuchinotsu
Chinese	Chanel Queen	British barque
British	Cingalee	British barque
Chinese	City of Halifax	British barque
Chinese	Ceres	British barque
Chinese	Earl of Elgin	British barque
British	Evangeliste	British barque
British	Fantassie	British barque
British	Flodden	British barque
British	Francesca	German barque
British	Hermann	German barque
British	Hilda	for Nagasaki
British	Kinkon	British barque
German	Lady Douglas	British barque
for New York v. Army	Northal	British ship
British	Ober Baxter	for New York
British	Oceanic	British barque
French	Oscar Vidal	British barque
British	Pearl	American barque
MAINE VESSEL	Sac. Swallow	British barque
British barque	Soldier	for Keelung
British barque	Southern Cross	American ship
for Manila	St. Lawrence	British barque
British barque	Stigm	for Burdett's India
British schooner		

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